



Data-driven fleet planning for cost saving & decarbonisation



Empowering fleets for tomorrow. Today



Fleet Decarbonisation Experts Driven by Technology



+



Key Stats

- ✓ Founded 2015
- ✓ Based in Southampton
- ✓ Team of 25 consultants and engineers

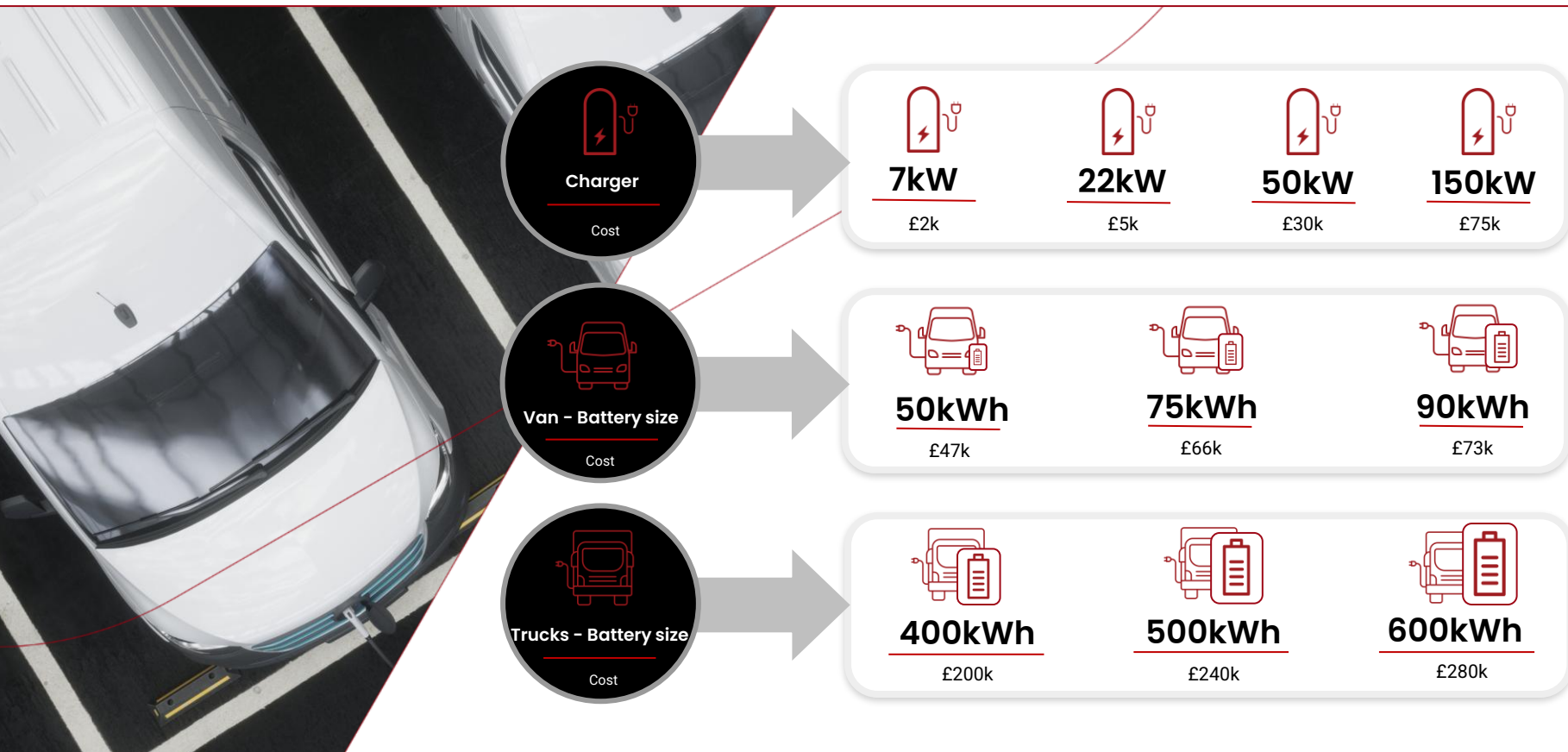
A planned transition is a low-cost transition

Maintain business continuity and minimise disruption 	Provide certainty across all departments 
Meet company sustainability goals cost-effectively 	Increase long-term growth and profitability 

Key benefits

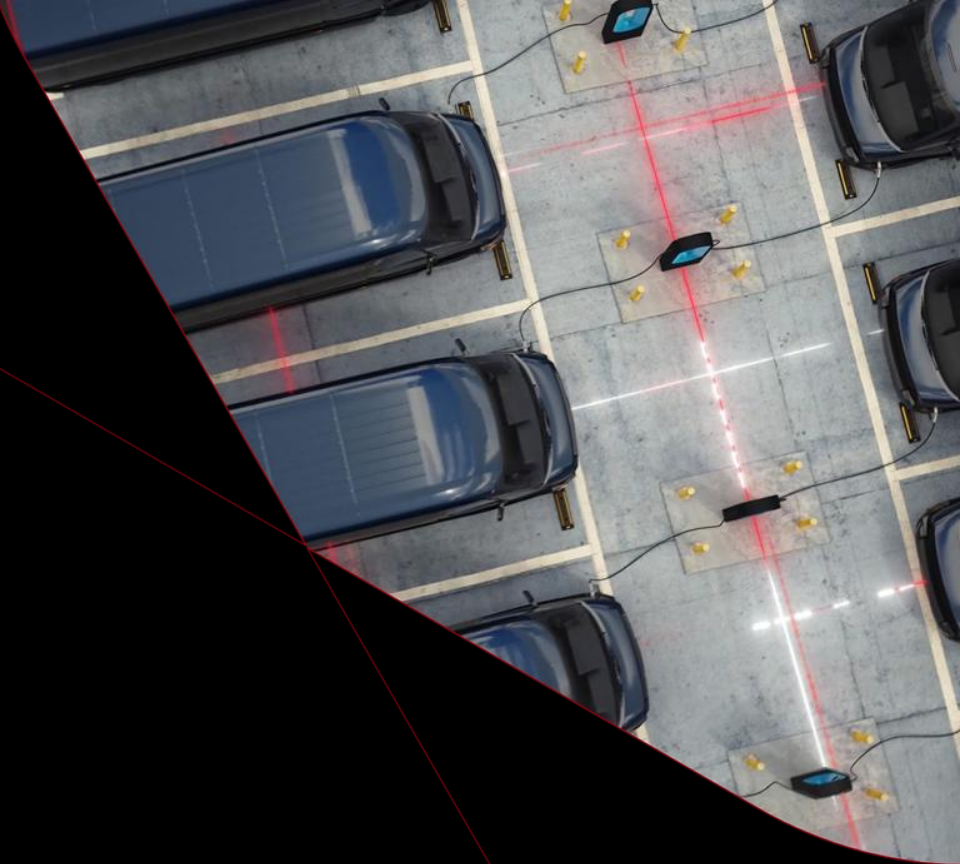
-  Avoid overspend on capital equipment
-  Maintain service quality and business reputation
-  Minimise cost of fleet electrification

Cost Differences Across Chargers and Battery Sizes



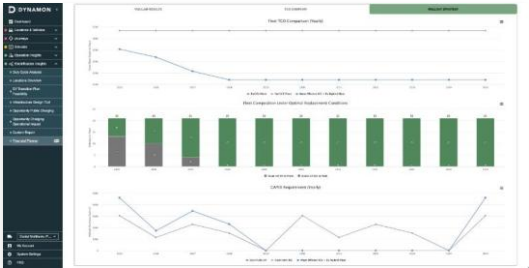
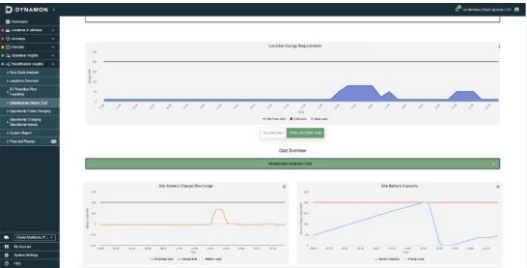
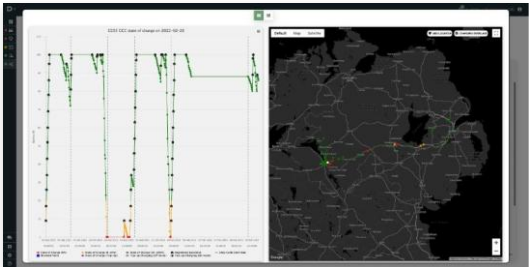
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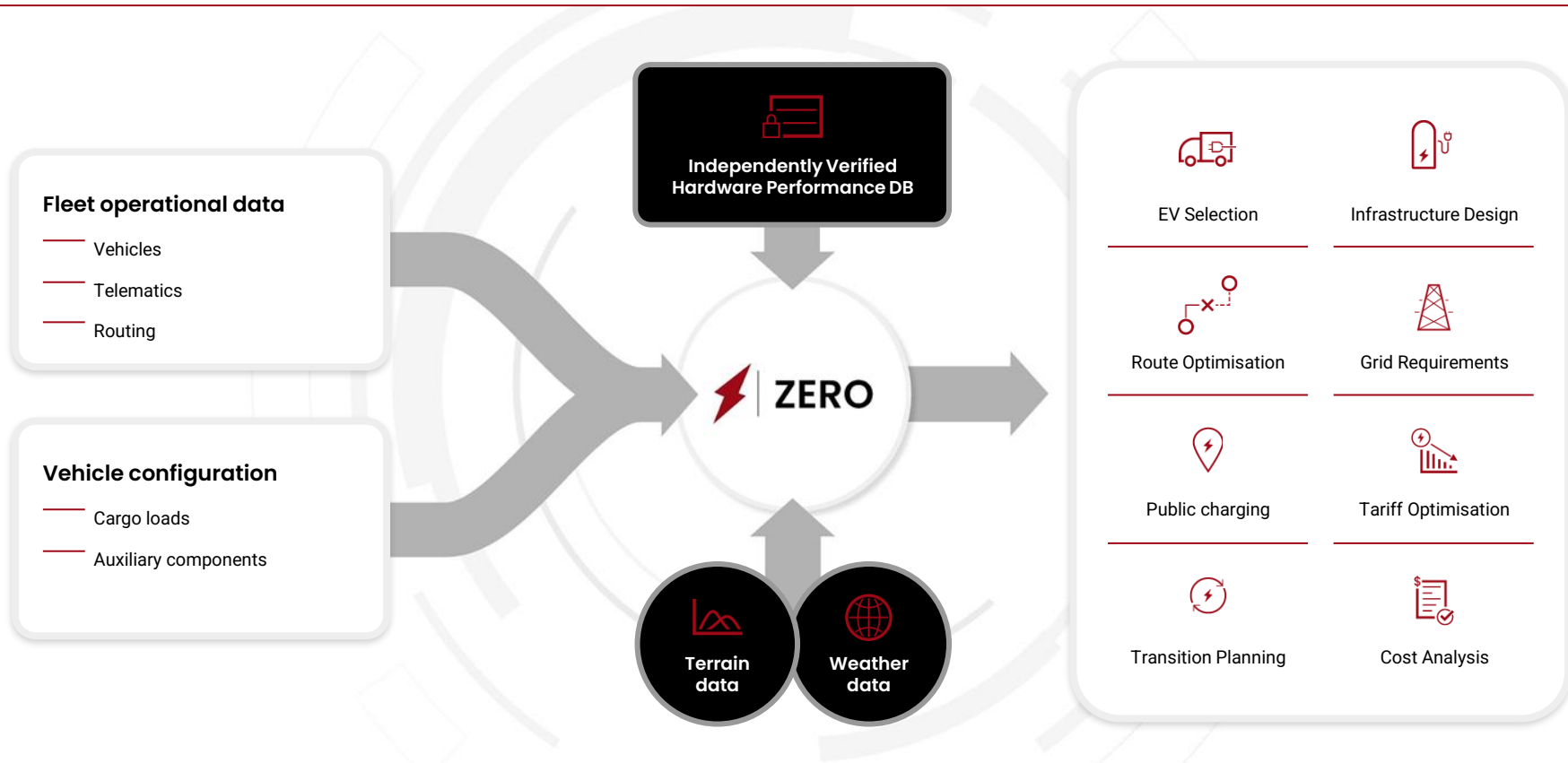
ZERO





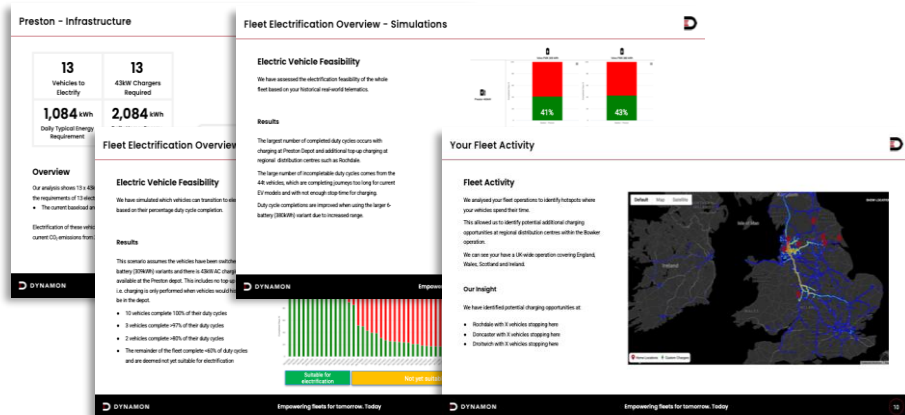
EV selection and range prediction	Grid & infrastructure design
Public charging & route optimisation	Total cost analysis & tariff optimisation





Say Goodbye to Complex and Expensive Fleet electrification

Comprehensive report for fleet electrification at a fraction of the typical £50,000 consultancy cost



ZERO
by DYNAMON

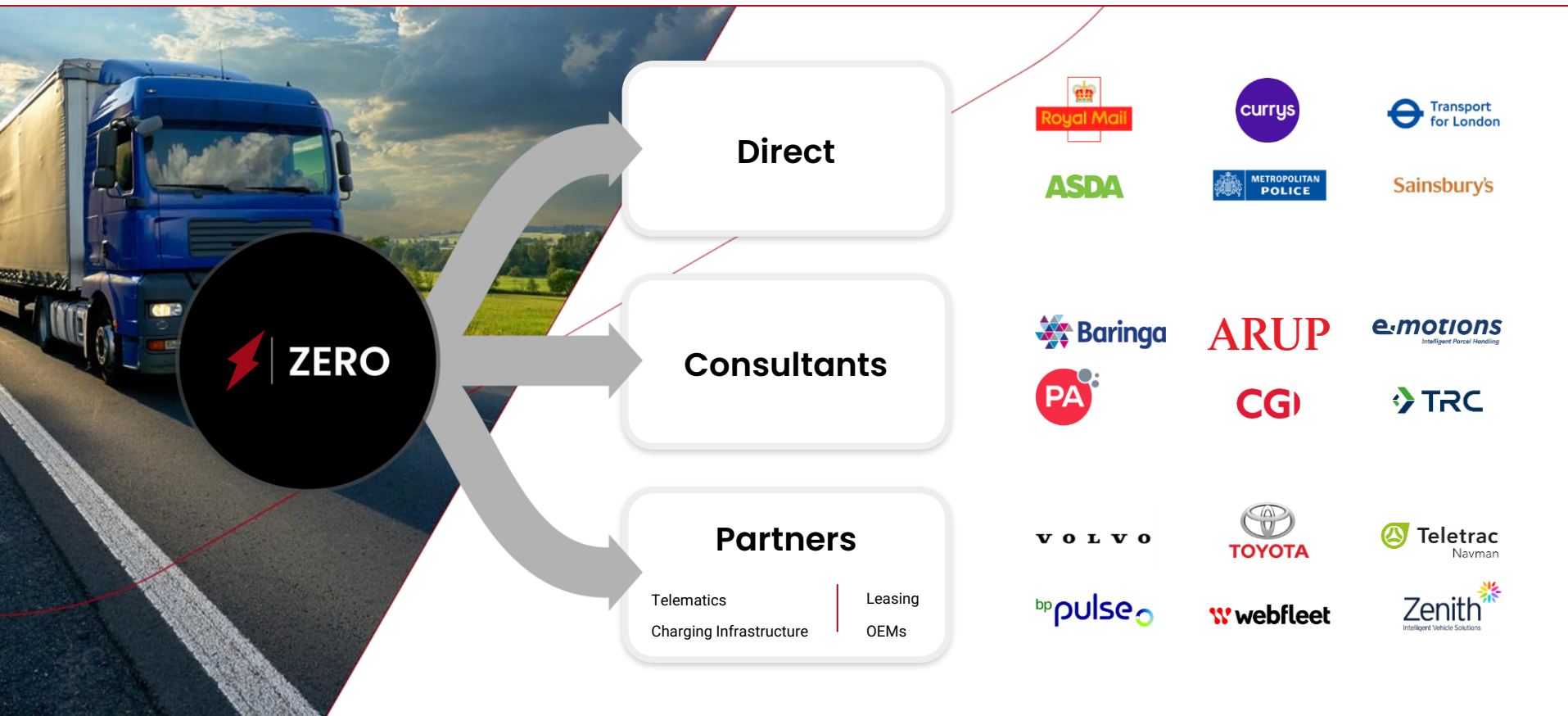
ZERO Electrification Planning Report provides clear, data-backed answers to key questions:

- ✓ Which electric vehicles and charging setup—number and power—best fit your operation??
- ✓ Which vehicles should be electrified, when should this happen, and what's the best rollout strategy?
- ✓ What low-carbon fuel alternatives are viable for operations where EVs aren't the best fit?
- ✓ What are the total cost of ownership (TCO) implications and projected CO₂ savings?

Prices tailored to your fleet size

£4,990 For up to 50 vehicles	£6,990 For 50 to 100 vehicles
£8,990 For 100 to 200 vehicles	£10,990 For 200 to 300 vehicles

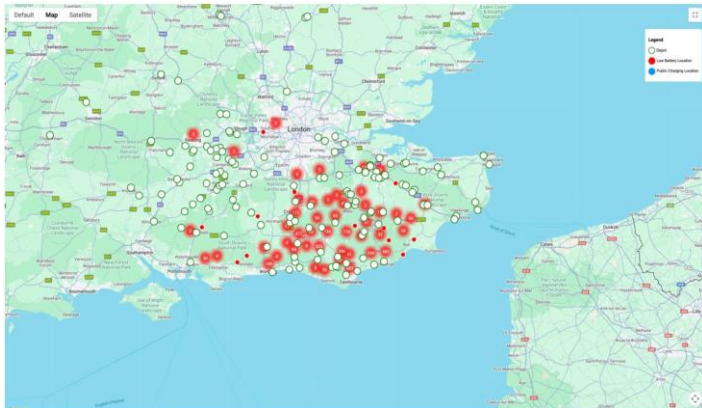
Price on request for 300+ vehicles



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Use cases





The solution

Dynamon's ZERO software provided:

- Analysed 1 million+ miles of telematics data across the fleet.
- Simulated 8 replacement EVs under harsh conditions to test route feasibility.
- Designed depot-specific charging strategies (managed vs unmanaged)
- Built a TCO model showing long-term savings from electrification.
- Produced a phased rollout plan aligning vehicle replacement with EV readiness.

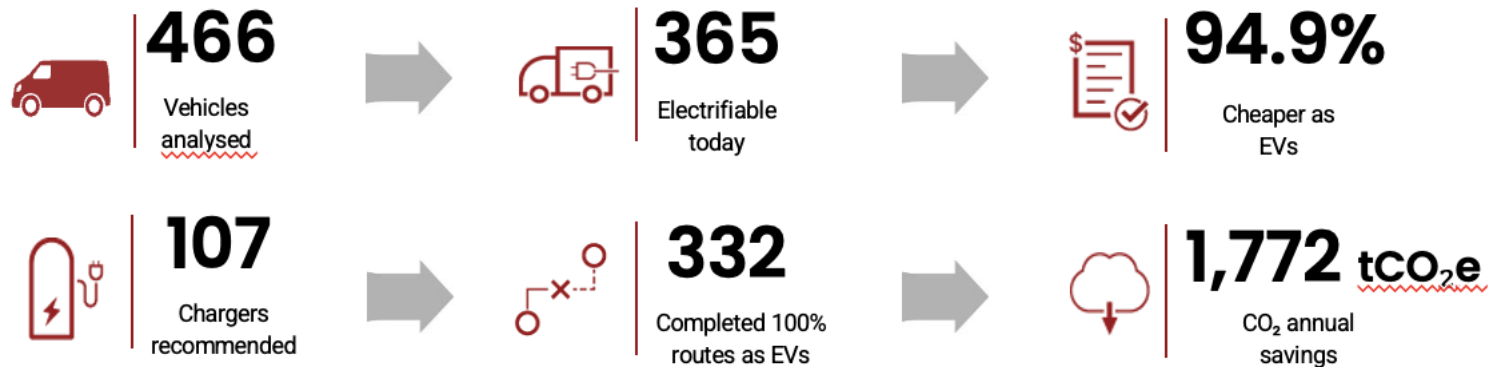


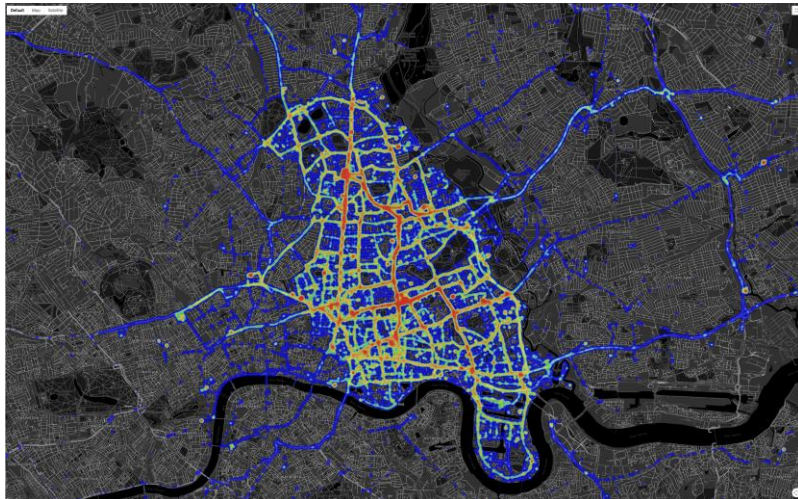
Objective

Identify which vehicles can transition to EVs, what charging is required at each depot, and build a cost-effective rollout strategy towards SEW's 2030 decarbonisation target.

Recommendation

- Install a mix of 7kW, 11kW, and 50kW depot chargers with managed load systems at 7 depots.
- Enable home charging for drivers (>93% journey completion).
- Use public charging top-ups for <95% feasible vehicles.
- Phase rollout: 394 EVs by 2029.
- Monitor 3 depots (Snodland, Boxalls Lane, Hockers Lane) closely for highest energy demand





The solution

Dynamon's ZERO software provided:

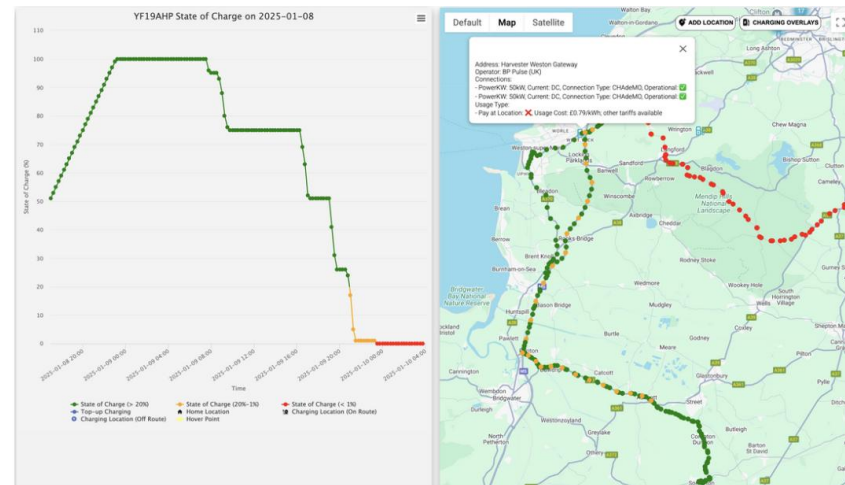
- Comprehensive fleet analysis, identifying suitable EV models.
- An optimised charging infrastructure plan.
- Clear recommendations for infrastructure sites.



Objective

Complete a combined telematics and synthetic based analysis to assess EV feasibility, determine charging infrastructure needs, and deliver a phased, cost-effective plan for fleet electrification.





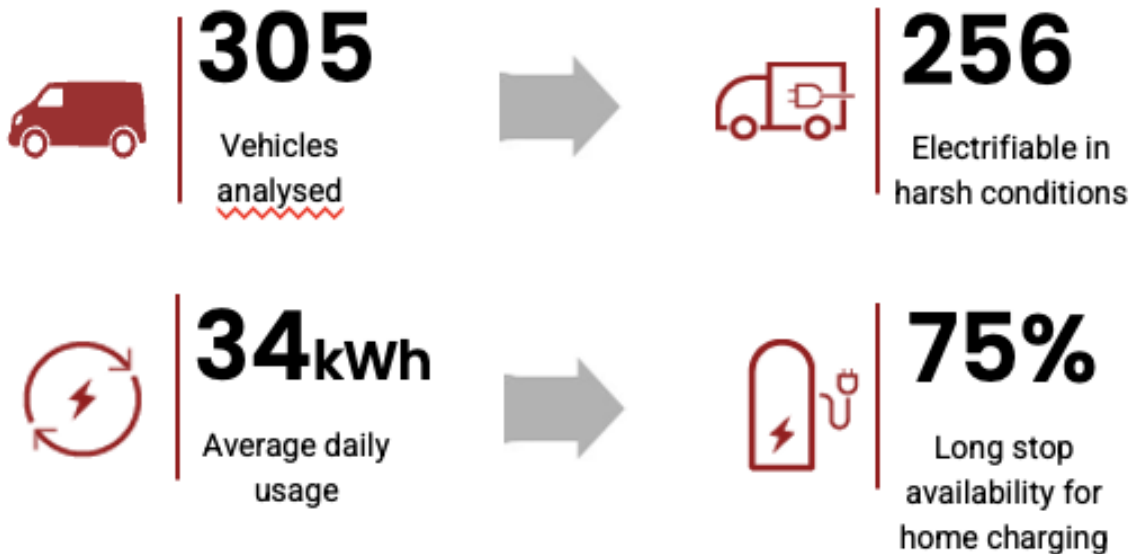
The solution

Dynamon's ZERO software provided:

- Simulated Toyota Proace Medium (75 kWh) and Proace Max (110 kWh) vans.
- Tested under standard and harsh (~20% battery) conditions.
- Modelled home-charging-only (7.2 kW).
- Identified high-suitability vehicles and those needing additional charging support.

Objective

- Assess the feasibility of electrifying WWU's van fleet using Toyota's Proace EV range, identify vehicles requiring additional support, and recommend a transition strategy that maintains operational resilience.



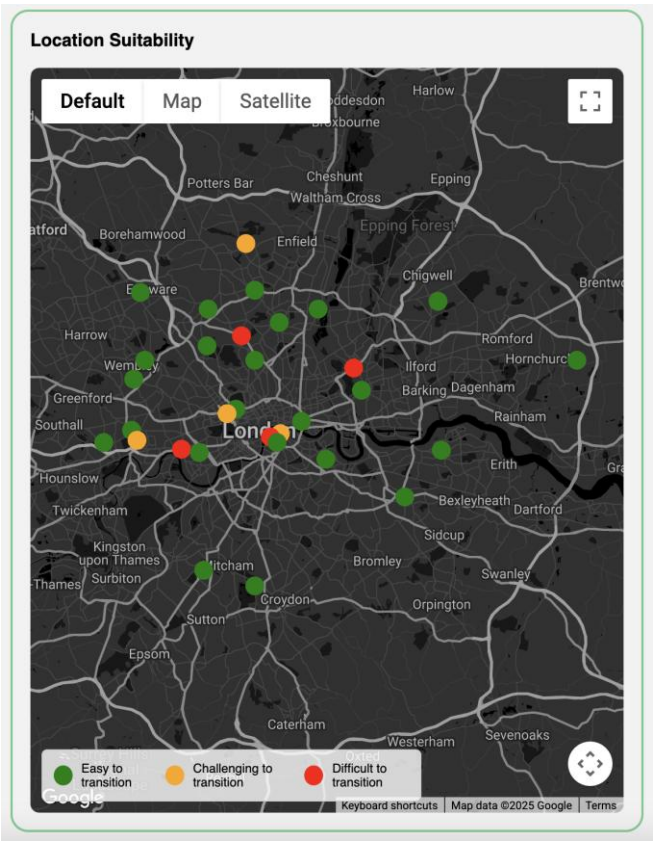
Recommendation

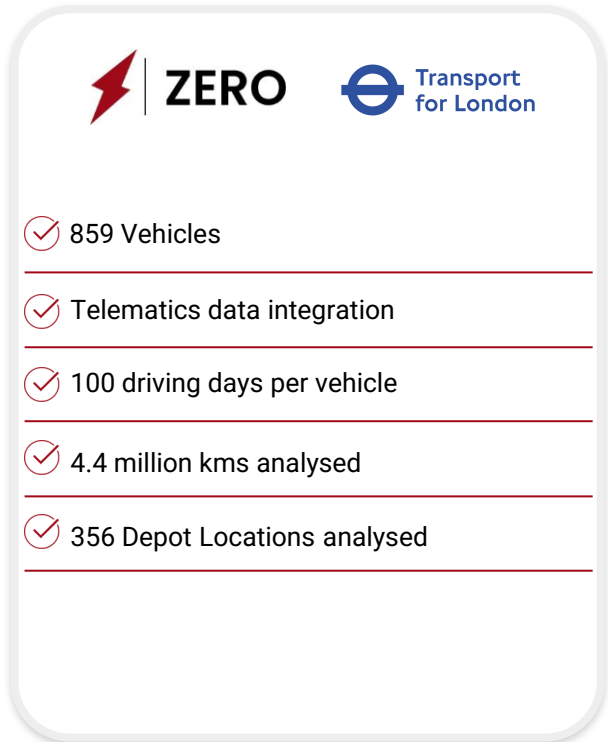
- Adopt a home-charging-first strategy for majority of vans.
- Provide public rapid charging access or depot top-ups for edge cases.
- Use Toyota Proace Medium and Max EV mix to balance daily duty cycles..
- Phase rollout prioritising electrification-ready vehicles, while monitoring high-mileage vans.

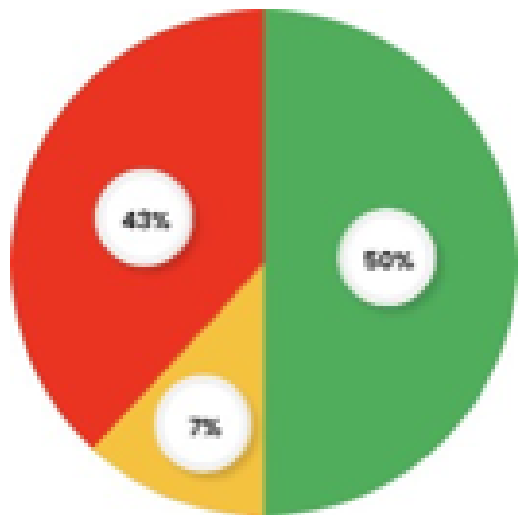


WORKING IN PARTNERSHIP









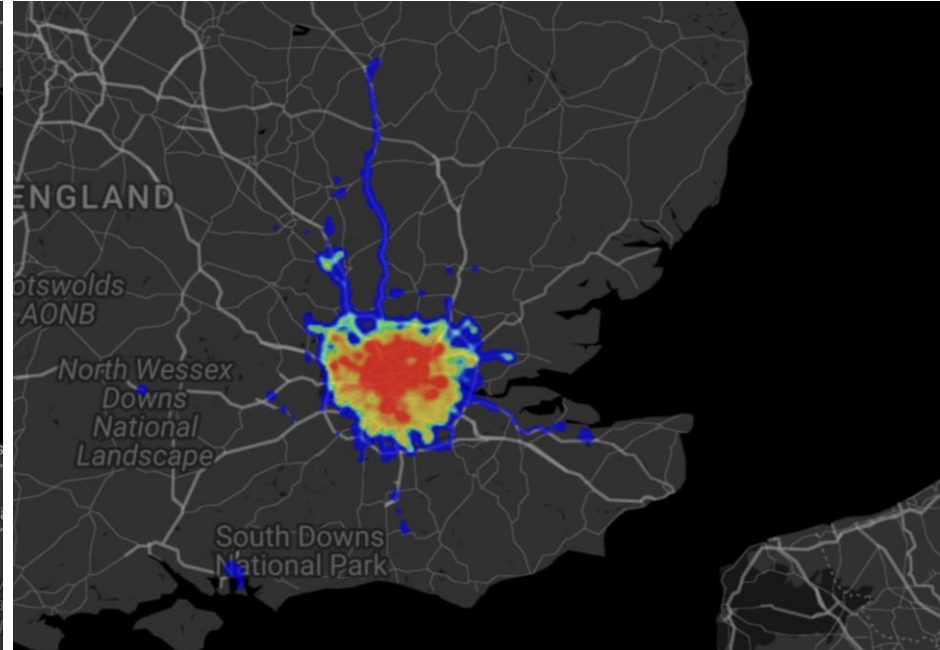
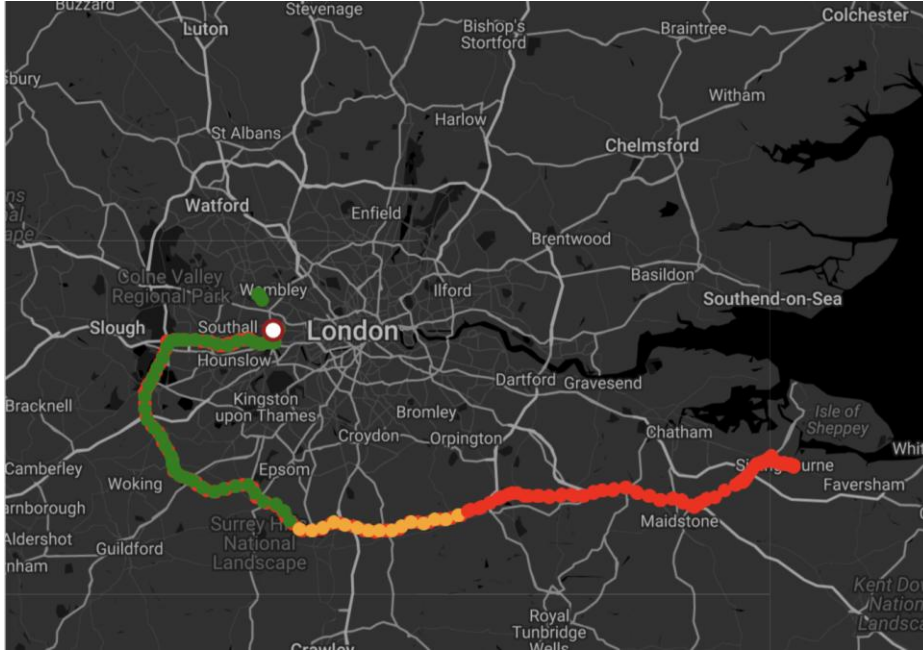
Results overview

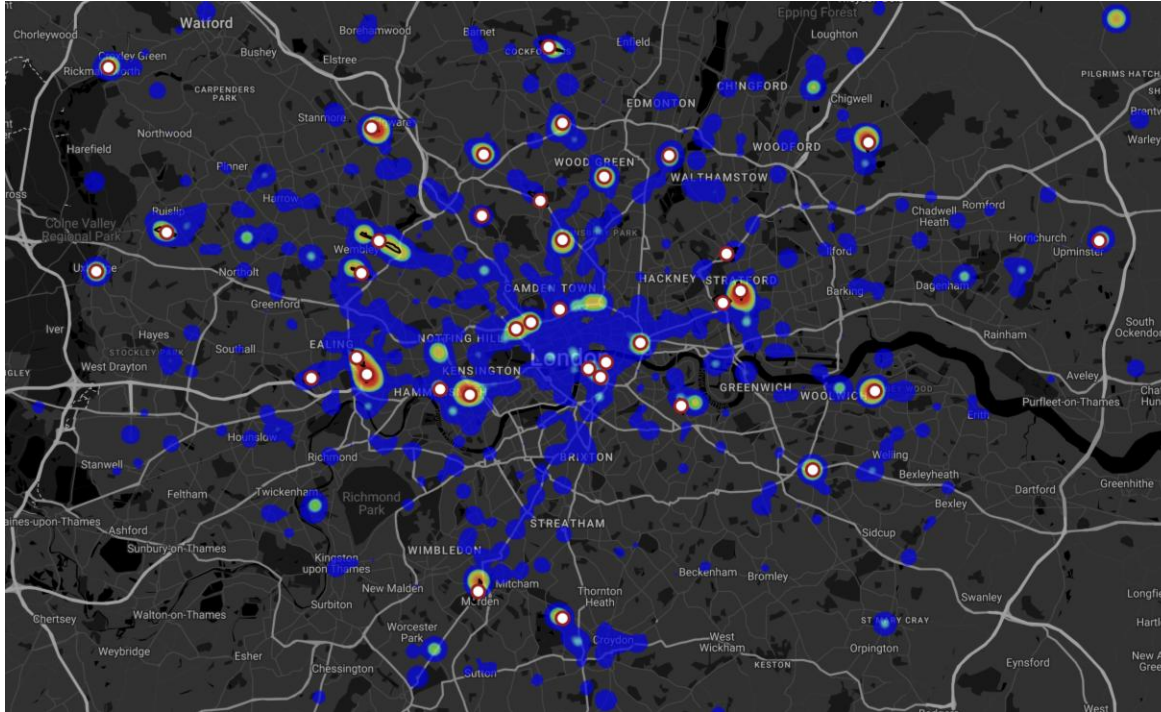
(859 vehicles analysed)

- Green vehicles (suitable for immediate electrification)
- Amber vehicles (Can be electrified with minor adjustments)
- Red Vehicles (Greater challenges for electrification)

20%

Cost savings from optimized EV battery size. Saving £1m.





ZERO

 **Transport
for London**

- ✓ Dwell locations identified
- ✓ 36 Charging locations chosen
- ✓ Charging infrastructure designed
- ✓ Grid requirements determined





Heavy Panel Vans (HPV) – 45 Vehicles



- Suitable EVs models
75 kWh or
110 kWh models

- Infrastructure
3.6kW Chargers: 4
7kW Chargers: 15

- TCO Impact from EV replacement
83.3% have lower TCO as ICE
16.7% same as EVs

Medium Panel Vans (MPV) – 44 Vehicles



- Suitable EVs models
7 35kWh, 20 50kWh
and 15 75kWh models

- Infrastructure
3.6kW Chargers: 42

- TCO Impact from EV replacement
9.5% have lower TCO as EV
59.5% same as EVs

Saloon – 28 Vehicles



- Suitable EVs models
7 57.5kWh, 9 40kWh
and 12 77kWh models

- Infrastructure
3.6kW Chargers: 28

- TCO Impact from EV replacement
3.6% have lower TCO as EV
60.7% same as EVs

SUVs – 10 Vehicles



- Suitable EVs models
3 30kWh and 6
50.8kWh models

- Infrastructure
3.6kW Chargers: 9

- TCO Impact from EV replacement
75% have lower TCO as ICE
25% same as EVs

Estate – 10 Vehicles

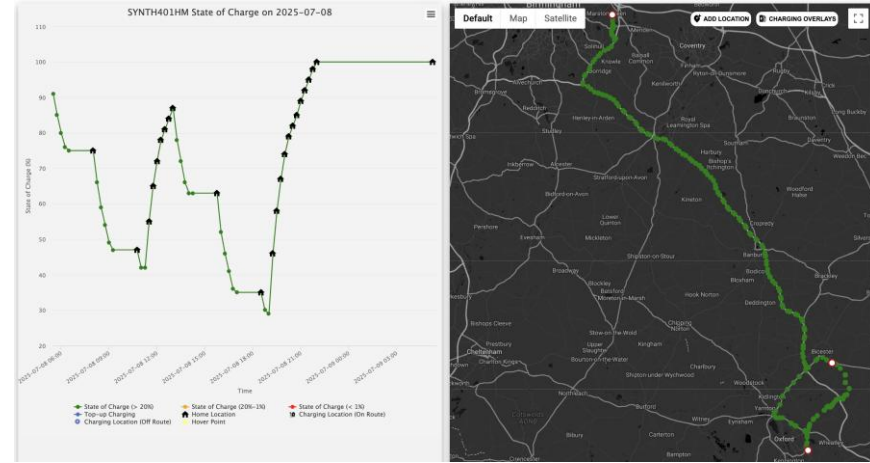


- Suitable EVs models
3 30kWh and 1
50.8kWh

- Infrastructure
3.6kW Chargers: 4

- TCO Impact from EV replacement
100% have lower TCO as ICE

DP World's Route Electrification with Dynamon's ZERO



The solution

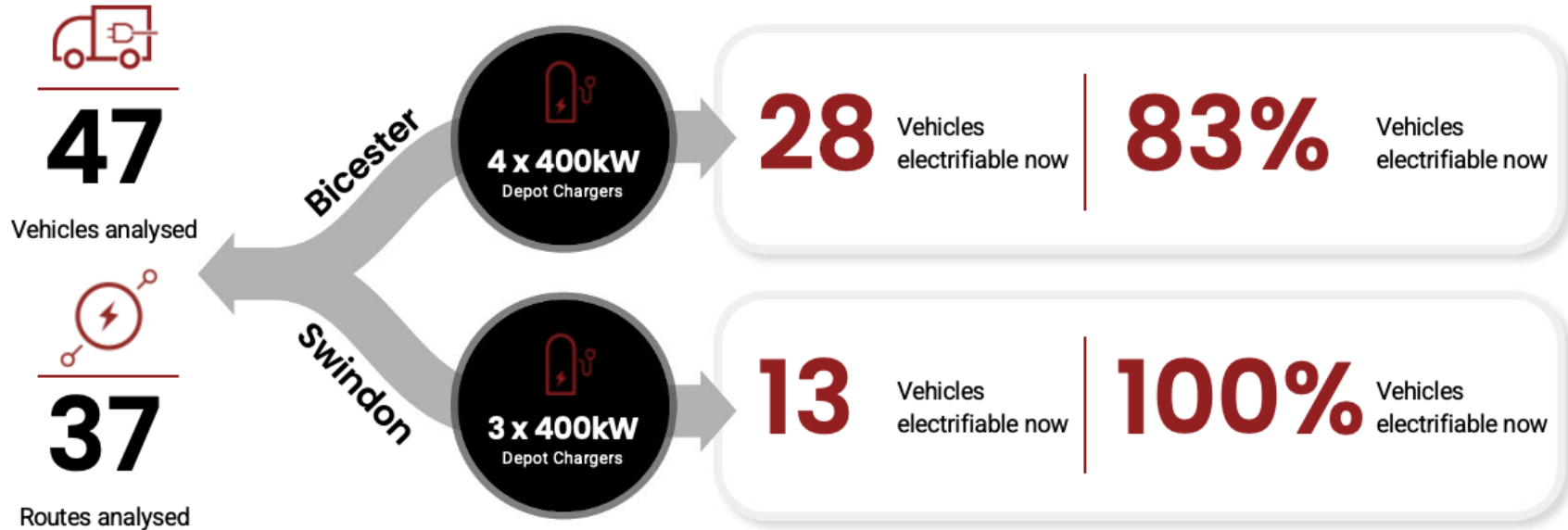
Dynamon's ZERO software provided:

- Route based EV feasibility analysis, simulating a MAN eTGX
- Charging infrastructure design based on smart load management
- Clear recommendations for infrastructure sites.
- Cost modelling under peak/off-peak electricity tariffs

Objective

- Assess EV route feasibility and infrastructure needs for operations at Swindon and Bicester depots. Recommend an optimal cost-effective electrification pathway.





The challenge

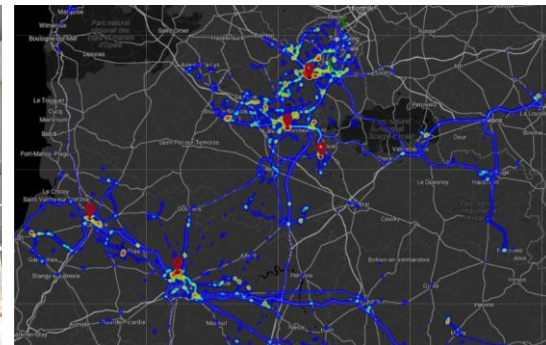
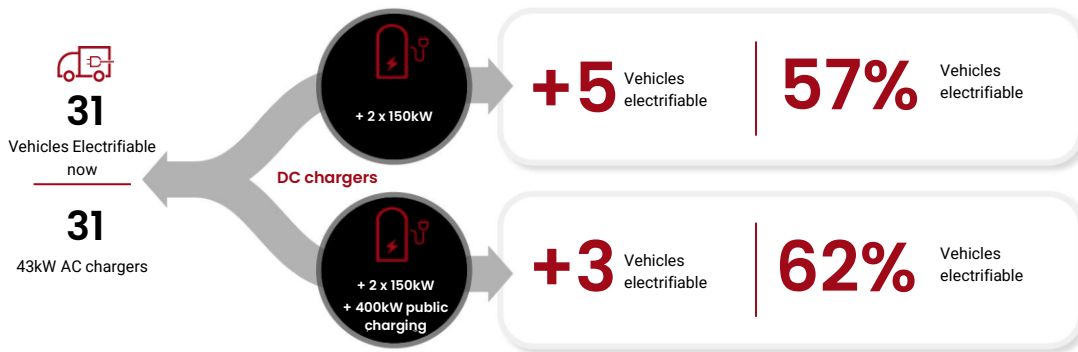
As a key Volvo customer, Colas sought to transition its 63-vehicle fleet to zero-emission vehicles (ZEVs) in line with carbon reduction goals. The project addressed challenges such as identifying EV-suitable vehicles and aligning charging infrastructure with operations

Objective: To provide Volvo with a data-driven approach to support customers decisions in transitioning to electric vehicles, showcasing the benefits of fleet electrification.

The solution

Dynamon's ZERO software provided:

- In-depth fleet analysis using 88 days of telematics data across 63 vehicles and 10 depot locations.
- Depot-specific charging infrastructure design, including phased deployment of AC and DC chargers.



Angus Webb

CEO

angus@dynamon.co.uk

Tel: +44 (0) 7732 773558

